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CENTRAL INTELLIGENCE AGENCY

REPORT

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SUPPLEMENT TO
REPORT NO.

COUNTRY

SUBJECT

Air Activity at Rostov

PLACE
ACQUIREDDATE OF
INFO.

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CLASSIFICATION <u>CONFIDENTIAL</u>		REPORT	
COUNTRY	USSR		
TOPIC	1. Rostov-North Airfield		
	2. Air Activity Observed Over Rostov		
EVALUATION		PLACE OBTAINED	
DATE OF CONTENT			
DATE OBTAINED		DATE PREPARED	6 September 1954
REFERENCES			
PAGES	2	ENCLOSURES (NO. & TYPE)	
REMARKS			
This is UNEVALUATED Information			

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1. While assigned to work on a Sunday in September or October 1953, an airfield which slightly ascended to the north was observed in an open area at the northern perimeter of Rostov (47°14' N/39°44' E) in the town quarter of Bzynyannaya (phonetic spelling). The observation was made from a distance of about 2 km. Four or 5 cargo gliders were parked in the open. They had a considerably underslung fuselage ("durchhaengender Rumpf") which was shorter than that of the DC-3, a wingspan approximately the same as that of the DC-3.
No installations such as taxiways or runways could be observed.
 2. Between June and late October 1953, the following aircraft types were observed over Rostov:
 - a. Three times a day during a period of some weeks, individual twin-jet aircraft were observed flying at an altitude of 800 to 1,000 meters over Rostov. There were no clouds. The silver-gray aircraft flew at a slower speed than the MIG-15s. The jet engines were definitely fitted under the wings and projected beyond the leading and trailing edges of the wings, the front section of the fuselage was considerably long, the wings were trapezoidal and definitely had no sweep back like the MIG-15. They had a nose wheel and an antenna between the cabin in the front compartment and the rudder. From the air activity observed it was inferred that the aircraft were stationed at Rostov-North airfield.
 - b. Between June and October 1953, the cargo gliders described above were towed on ropes by twin-engine Douglas aircraft (DC-3s) to an altitude of 1,000 meters over the Rostov-North airfield. The towing aircraft made a short flight, released the cargo glider and then landed at Rostov-North airfield.

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- c. MIG-15s with and without sleeve targets were observed over the town of Rostov throughout the day. They usually flew individually and seldom in echelon formation to the right or left. Air activity by jet aircraft was also heard at night. The MIG-15s repeatedly crossed over the town at low level. They had considerably swept-back wings, a smooth fuselage without steps, considerably large rudder assembly, and an elevator assembly set high on the rudder.
- d. DC-3s flew individually and were also used as towing planes for the cargo gliders.

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1. [] Comment. It is believed that the airfield mentioned is the one located west of the Solnash railroad station. South of the railroad stations runs the Bezuganyaya River after which the town quarter mentioned was probably named. [] in July and August 1953, the field was probably occupied by Li-2s, which were believed to be DC-3s, and cargo gliders. 25X1
2. [] Comment. From the reported description, the aircraft probably are Il-28s. No observations have been made so far indicating the presence of Il-28s at Rostov-North airfield. 25X1
3. [] Comment. It is unknown from which airfield the jet fighters came. It is believed that they are stationed at an airfield in the Rostov area, possibly at Novokherkask airfield, which is probably occupied by jet fighters, or at Bataisk airfield. According to local residents, jet fighters are stationed at an airfield south of Rostov. 25X1